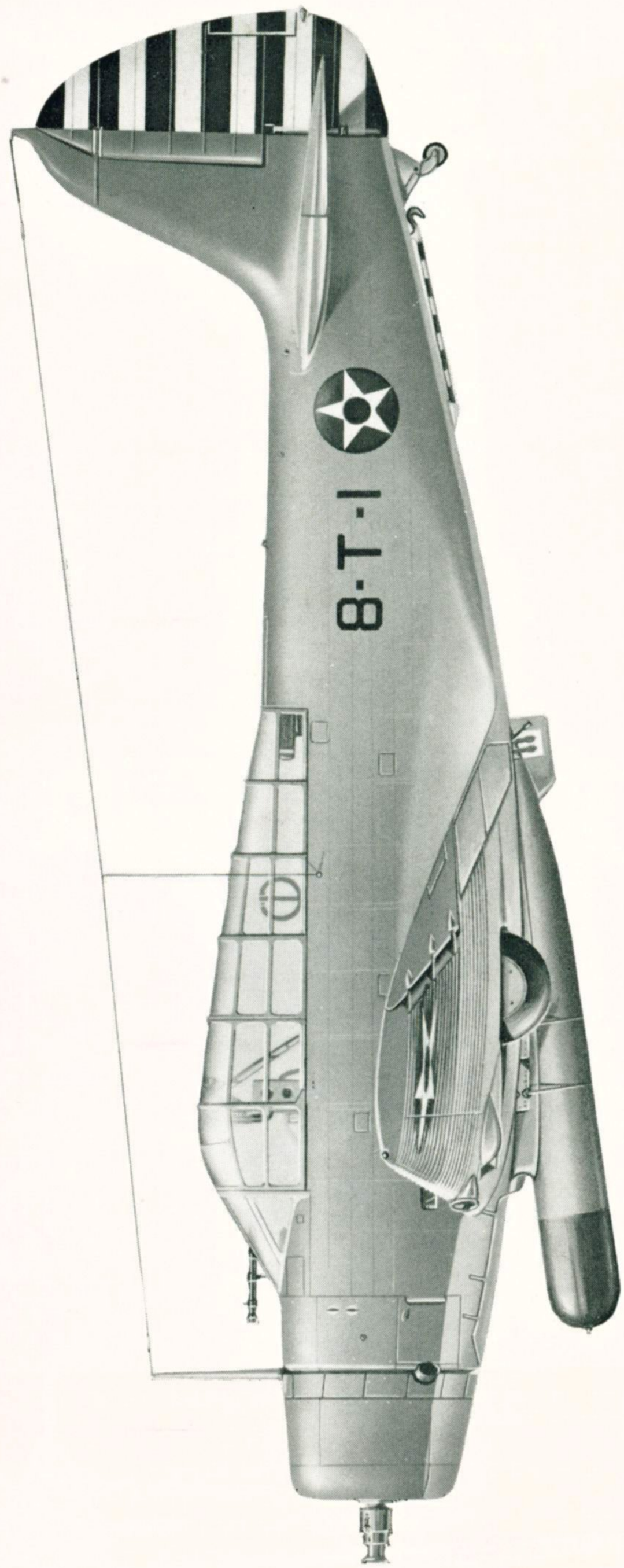
PROFILE PUBLICATIONS

The Douglas TBD Devastator



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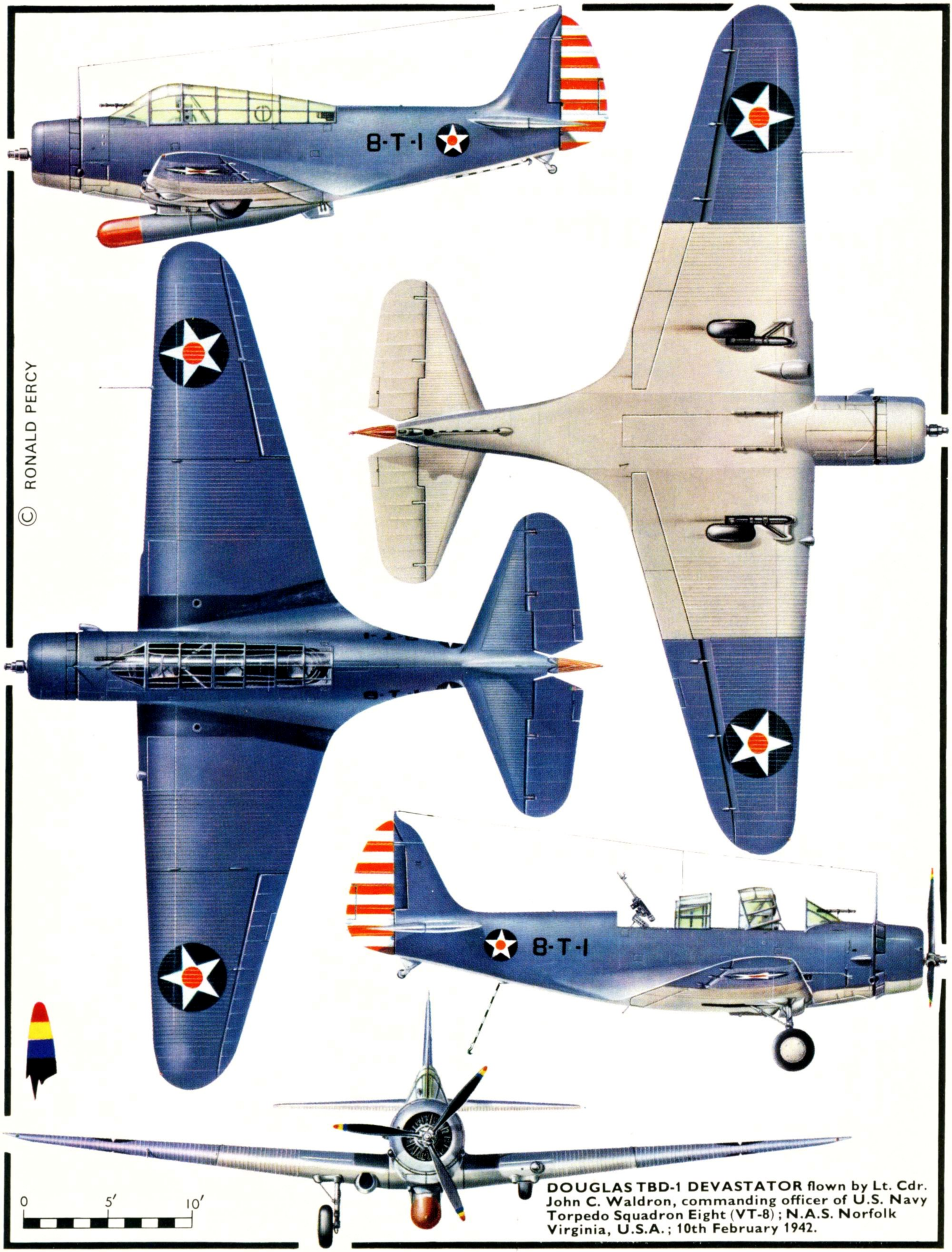

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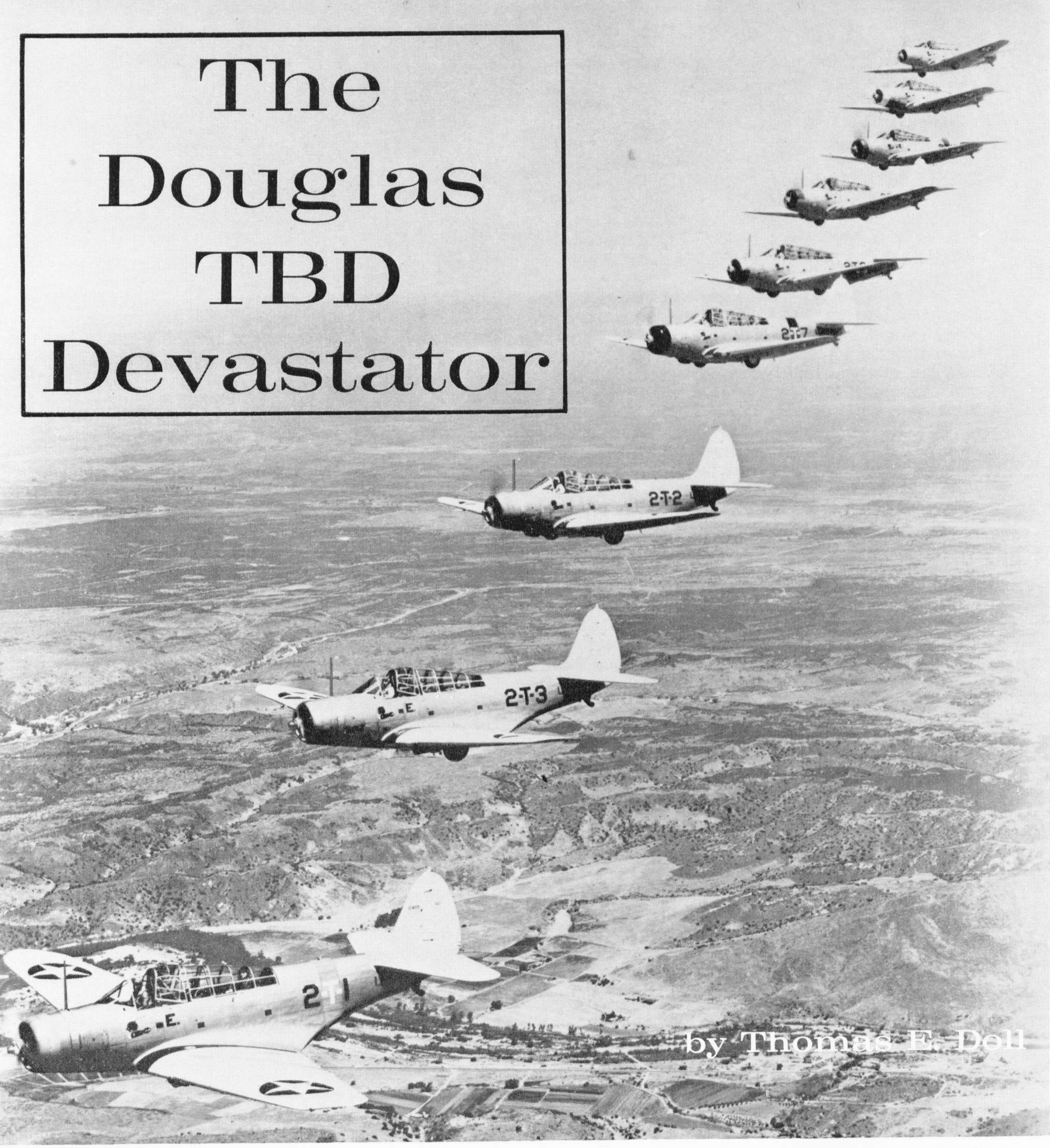
DOUGLAS TBD-1 DEVASTATOR flown by Lt. Cdr. John C. Waldron, commanding officer of U.S. Navy Torpedo Squadron Eight (VT-8); N.A.S. Norfolk Virginia, U.S.A.; 10th February 1942.

The Douglas TBD Devastator



Part of VT-2 in the air over the San Fernando Valley during January 1941; the two leading aircraft are marked with an "E" under the cockpit. (Photo: Douglas)

When the first TBD-1 began operations with the U.S. Fleet in November 1937 a new era began in naval aviation. The days of the wire-braced biplane and the colourful part it played in the development of the Navy's air arm were already becoming history. The TBD was the first all-metal, low-wing aircraft to see service in the United States Navy and while it held the distinction of being very advanced when it first joined the Fleet, it was destined to suffer the indignity of almost total obsolescence by the time of America's entry into World War II.

Originally ordered on 30th June, 1934, the TBD-1 immediately entered into competition with the Great Lakes XTBG-1 biplane and the Hall XPTBH-2 high-wing, twin-float seaplane. The XTBG-1 proved unstable and its flight performance poor; the XPTBH-2 was limited to water bases and therefore didn't interest the Navy but the Douglas entry, the

XTBD-1, came through its test programme with flying colours.

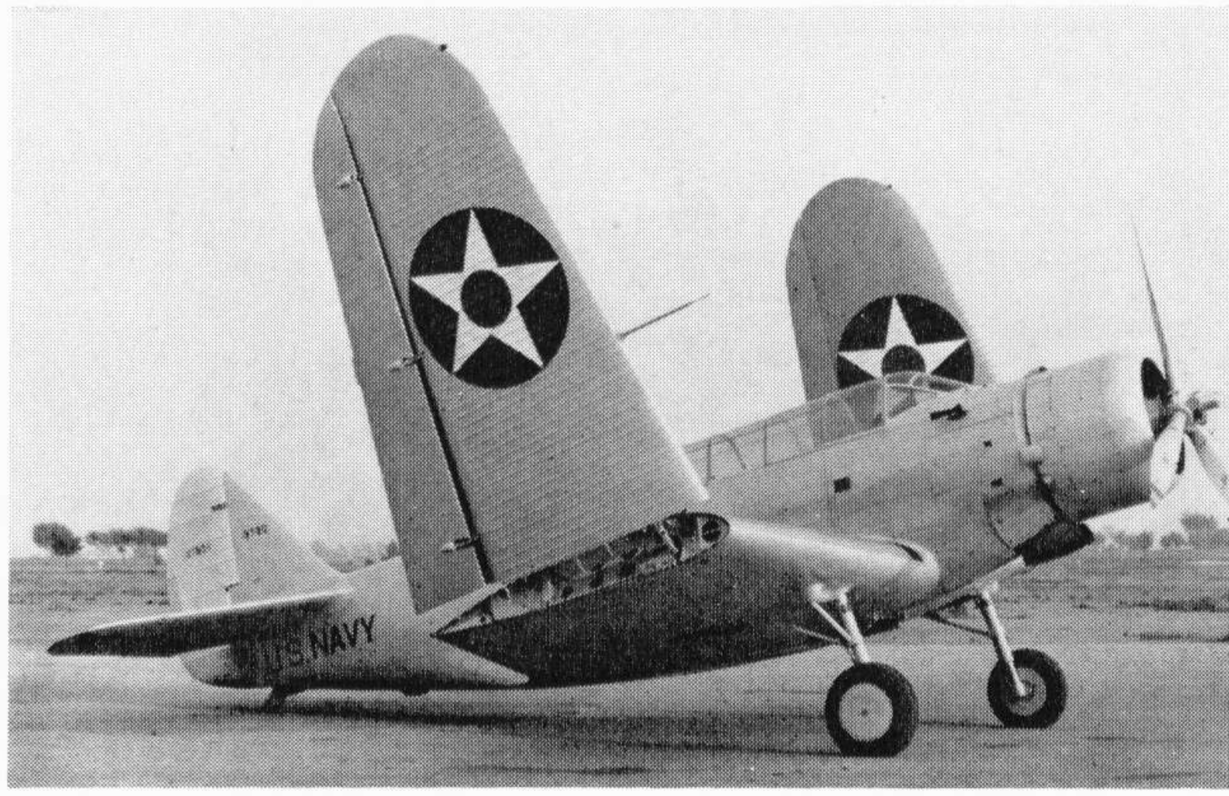
The XTBD-1 (Bu. No. *9720*) flew for the first time on 15th April, 1935, at Santa Monica, California, and on 24th April it was transferred to Naval Air Station Anacostia, D.C., to begin performance trails. A total of 12 pilots were assigned to the XTBD-1 project; they were: Lt.-Cdr. A. M. Pride, U.S.N.; Lt.-Cdr. R. E. Jennings, U.S.N.; Lt.-Cdr. E. W. Litch, U.S.N.; Lt.-Cdr. T. S. Combs, U.S.N.; Lt. W. V. Davis, Jr., U.S.N.; Lt. D. S. Cornwell, U.S.N.; Lt. J. M. Carson, U.S.N.; Lt. C. B. Hutchins, U.S.N.; Lt. C. H. Duerfeldt, U.S.N.; and Mr. E. W. Rounds.

Familiarization flights and performance tests were conducted at Anacostia until 13th June when the aircraft was transferred to N.A.S. Norfolk, Virginia, for routine testing and night flying trials. On 17th July the machine returned to Anacostia. There it remained until 30th July when it was flown to the Naval Proving Ground at Dahlgren, Va., for bombing tests. These continued until 20th September, on which date the machine again returned to Anacostia. Torpedo tests began six days later and lasted until 10th October, these tests being held at Norfolk.

From 10th October until 25th November, 1935, the XTBD-1 remained at Anacostia but on 26th November the aircraft was ordered back to the Douglas plant via N.A.S. North Island, California, where carrier qualification tests were to be conducted aboard the U.S.S. *Lexington*, CV-2. Lt. William V. Davis, Jr., project test pilot on the aircraft, ferried it to the West Coast. The most notable point of the trip was the fact that when the wings were folded while taxiing, the control tower almost invariably sounded the crash alarm. This was the first aircraft with power folding that could be operated while taxiing.

Arriving at North Island on 5th December, Lt. Davis handed the XTBD-1 over to Bombing Squadron 5B (VB-5B) for maintenance and last minute preparations for the carrier trials on the U.S.S. *Lexington*. Aboard the *Lexington*, Lt. Davis made the first carrier landing of the XTBD-1, catching No. 2 wire for a perfect "dead centre" landing. Lt. Davis, Lt. (jg.) George W. Anderson, U.S.N. and Lt. Stuart H. Ingersol, U.S.N., made a total of 13 landings and take-offs during the trials on the *Lexington*.

The XTBD-1 arrived back on the East Coast in December and stayed at the Douglas plant for over a year for trial board and revision until it was released by the Inspector of Naval Aircraft on 13th December, 1936. During its stay at Santa Monica, the original cockpit canopy was replaced by a 13-foot "greenhouse", the hood of which folded to clear the crash pylon located behind the pilot's seat.



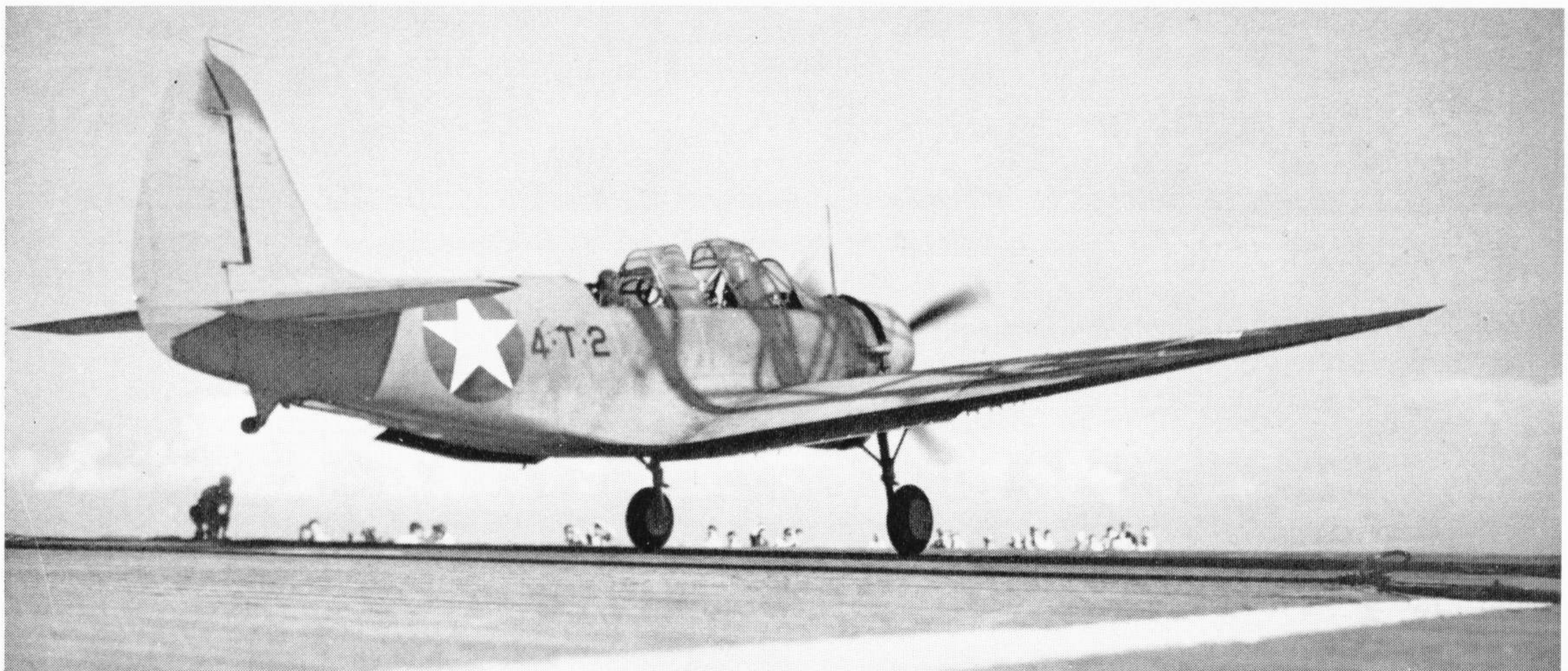
The XTBD-1 (Bu. No. 9720) was the first aircraft with hydraulically-powered folding wings. (Photo: Douglas Aircraft)

On 21st December, 1936, the XTBD-1 returned to Anacostia for a check of the changes made and further performance tests. Trials were continued until 23rd February, 1937, when the aircraft was sent to Norfolk for accelerated Service tests. These were completed on 10th April and on 5th May the machine was delivered to the Pratt and Whitney Company for experimental work.

From Pratt and Whitney, the XTBD-1 went to the Naval Aircraft Factory for installation of ordnance equipment during November, 1939. Then on 15th April, 1940, it went to N.A.S. San Diego for a major overhaul and on 9th August it arrived back at Dahlgren for more testing. This was followed by a brief stay at the N.A.F. for vibration tests. On 21st March, 1941, the aircraft returned to Dahlgren, and after a stay of five months, it was sent to N.A.S. Norman, Oklahoma, where it remained until scrapped on 10th September, 1943.

The lessons learned from testing the XTBD-1 for the twenty-five months April, 1935—May, 1937 were incorporated into the production model.

A TBD-1 of VT-4 about to lift off U.S.S. Ranger *during operations in July 1942.* (Photo: U.S. National Archives)



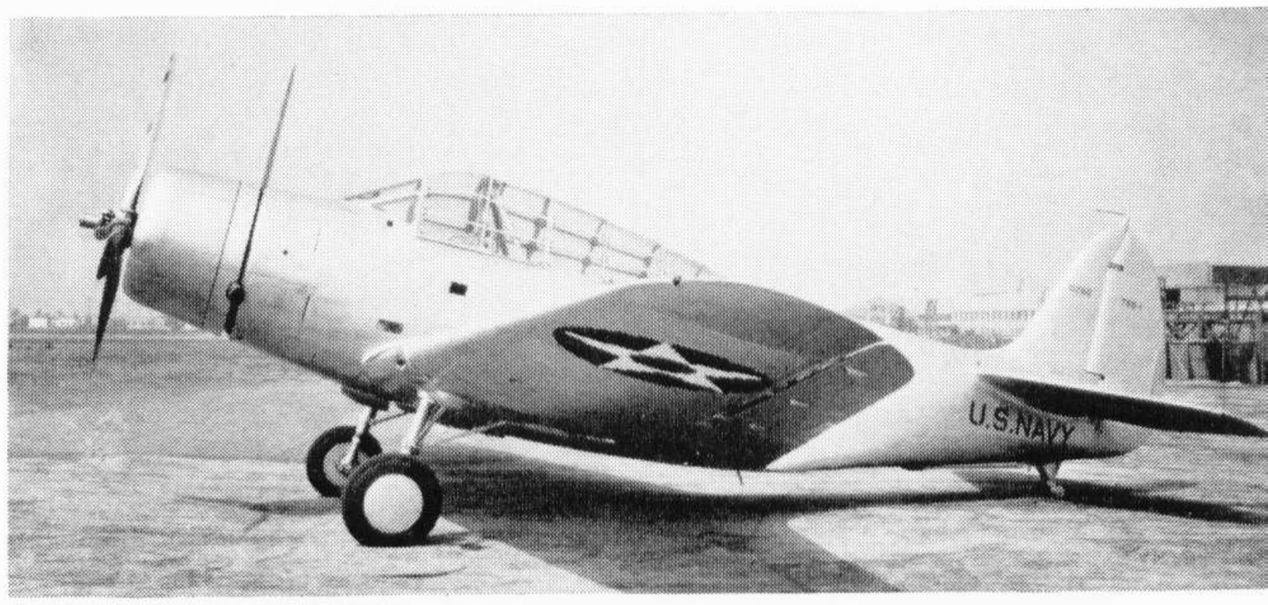
The first Navy contract (No. 46330) awarded to Douglas for TBDs called for 114 aircraft (Bu. Nos. *0268* through *0381*) to be built by the Santa Monica facility. The first production aircraft, *0268*, was flown to N.A.S. Anocostia on 25th June, 1937, and stayed there until 17th July when it was flown to Dahlgren for bombing tests. These tests proved the TBD to be a reliable and steady bombing platform. Two days later it returned to Anacostia.

On 20th July, *0268* went to the Naval Aircraft Factory for arresting tests and on the following day it was flown to Norfolk for torpedo and night-flying tests. Two days later it returned to Anacostia where it remained until 9th August, 1937. The trials were completed at this time and *0268* was flown to the N.A.F. for additional Service tests. The machine see-sawed back and forth between Newport and the N.A.F. until June, 1939, at which time it went to the N.A.F. During the period 25th June, 1937—10th August, 1937, 65 flights were made in *0268* totalling 54·8 hours. Pilots assigned to test the aircraft were: Lt.-Cdr. R. E. Jennings, U.S.N.; Lt.-Cdr. J. F. Bolger, U.S.N.; Lt. M. E. A. Gouin, U.S.N.; Lt. J. M. Carson, U.S.N.; Lt. C. B. Hutchins, U.S.N.; Lt. C. H. Duerfeldt, U.S.N.; and Mr. E. W. Rounds.

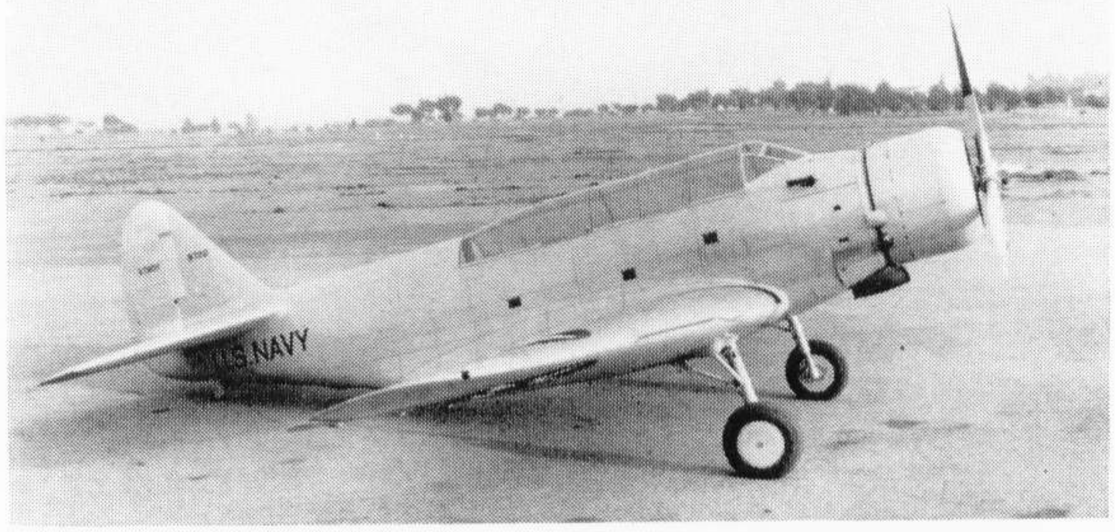
The TBD-1 carried a crew of three—pilot, torpedo officer or bombardier, and rear gunner/radio operator. The torpedo officer acted as the radio operator and navigator until it was time for him to assume his rôle as torpedoman. During a torpedo attack he had to lie prone beneath the pilot's seat and sight through two windows in the bottom of the aircraft. At this time he was in complete control of the aircraft, determining speed, altitude and position so as to ensure a successful torpedo run. The TBD, like all naval aircraft of the period, had flotation bags in the wings; these displaced 3,431 pounds of sea water.

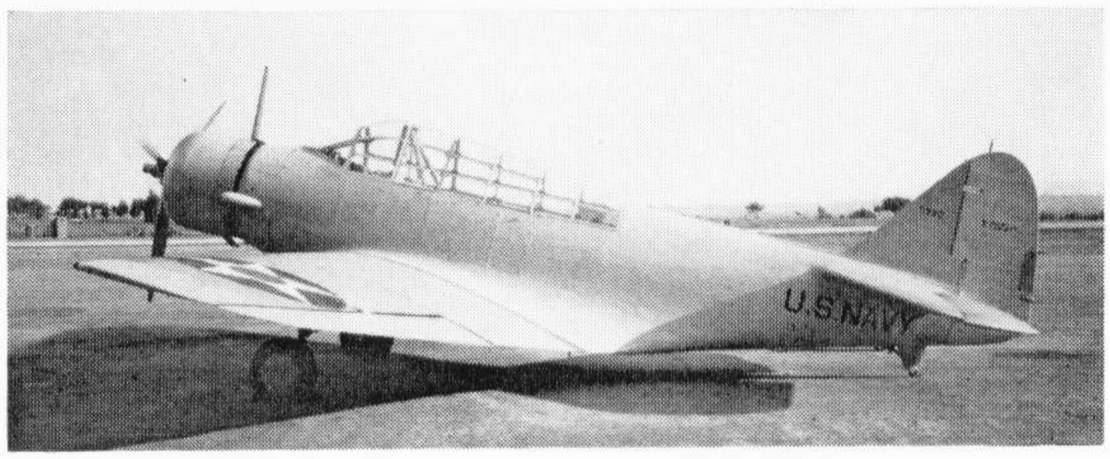
On 14th August, 1939, TBD *0268* was fitted by the N.A.F. with twin Edo floats and redesignated TBD-1A. Testing of the floatplane began on 28th September, 1939, at Newport, Rhode Island, home of the U.S. Navy's torpedo station. These tests were continued until 6th May, 1943, at Newport, with two brief periods spent at the N.A.F. for the installation of various types of radio gear. On 22nd September, 1943, tests on the TBD-1A were suspended and the next day the machine was scrapped.

(Below) *The pilot's instrument panel and* (right) *details of the engine and fuselage-mounted Browning M2 fixed 0·50 in. calibre machine-gun.* (Photos: Douglas)



The first production TBD-1 shown at the Douglas plant prior to delivery to the U.S. Navy. (Photo: Douglas)

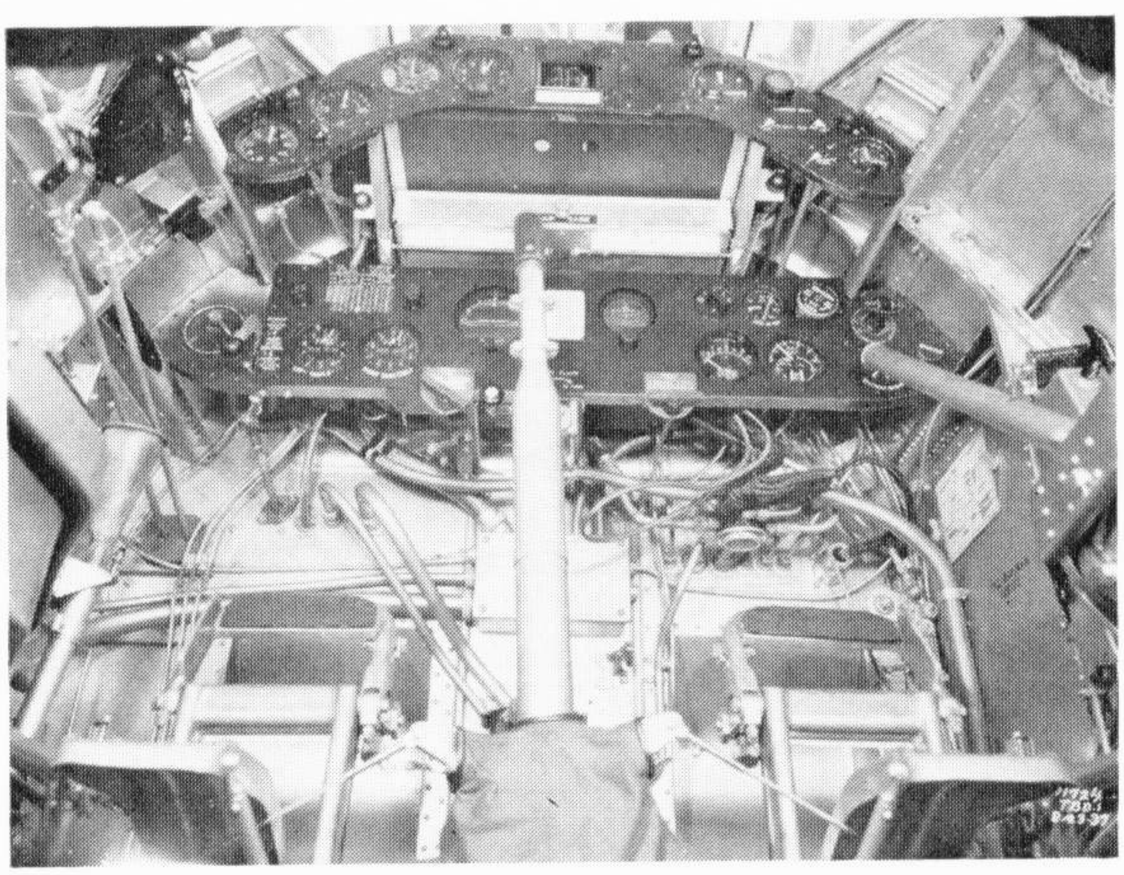


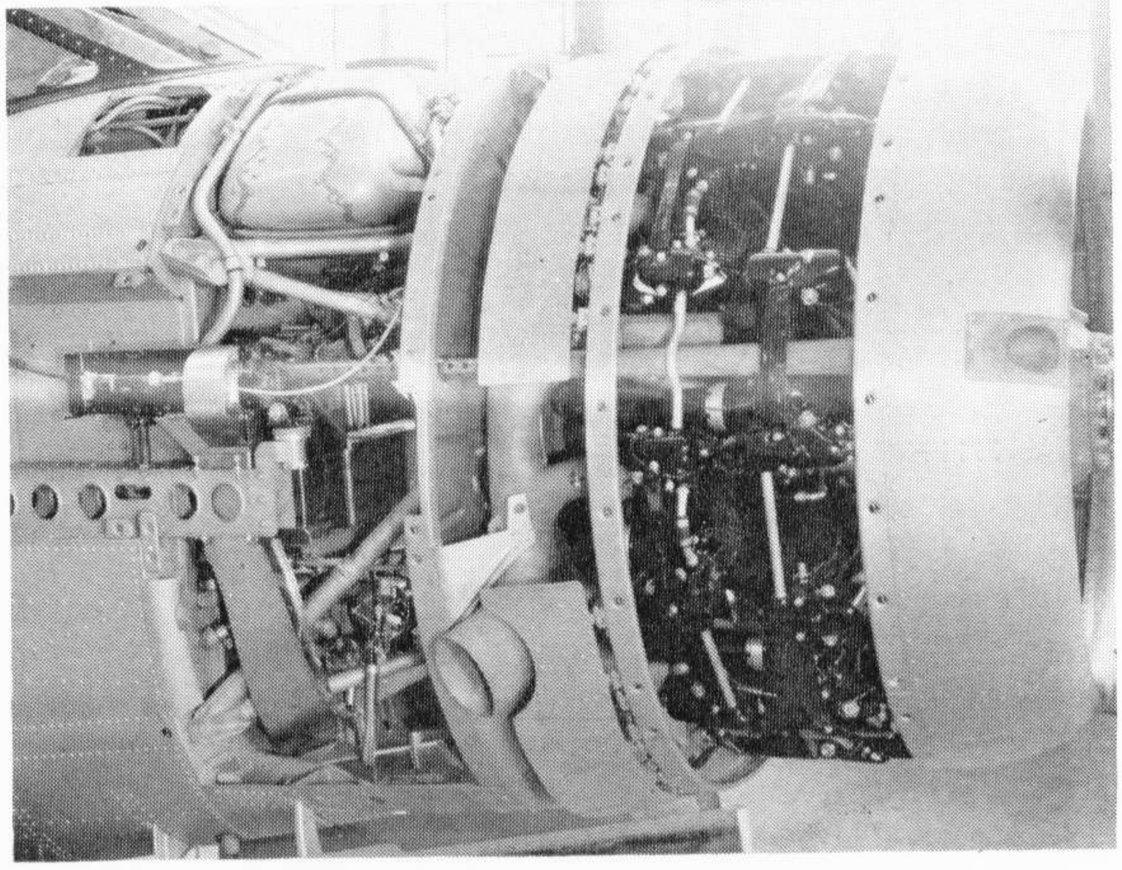


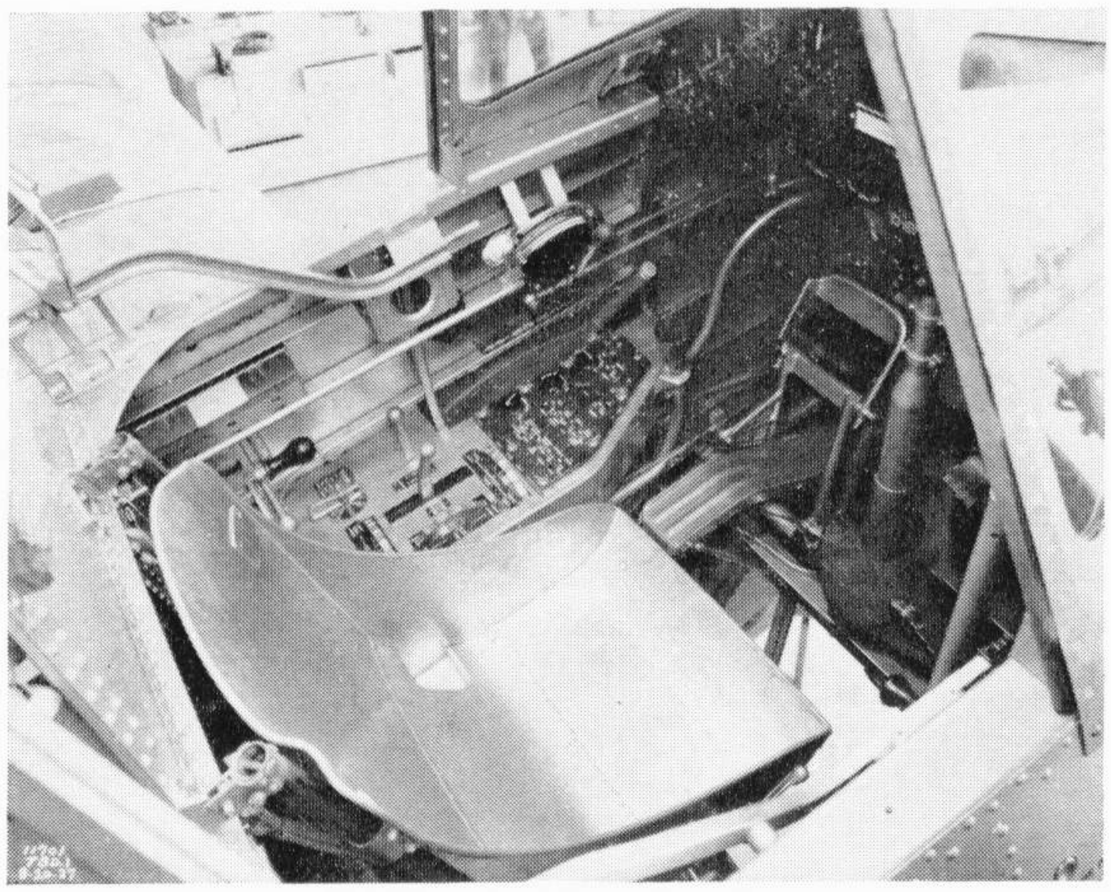
These two views show the XTBD-1 (above) *on the 22nd April 1935 and* (below) *on the 4th November 1936. The original canopy restricted visibility during landing and was replaced by a domed canopy* (below) *which was fitted to production aircraft.* (Photos: Douglas)

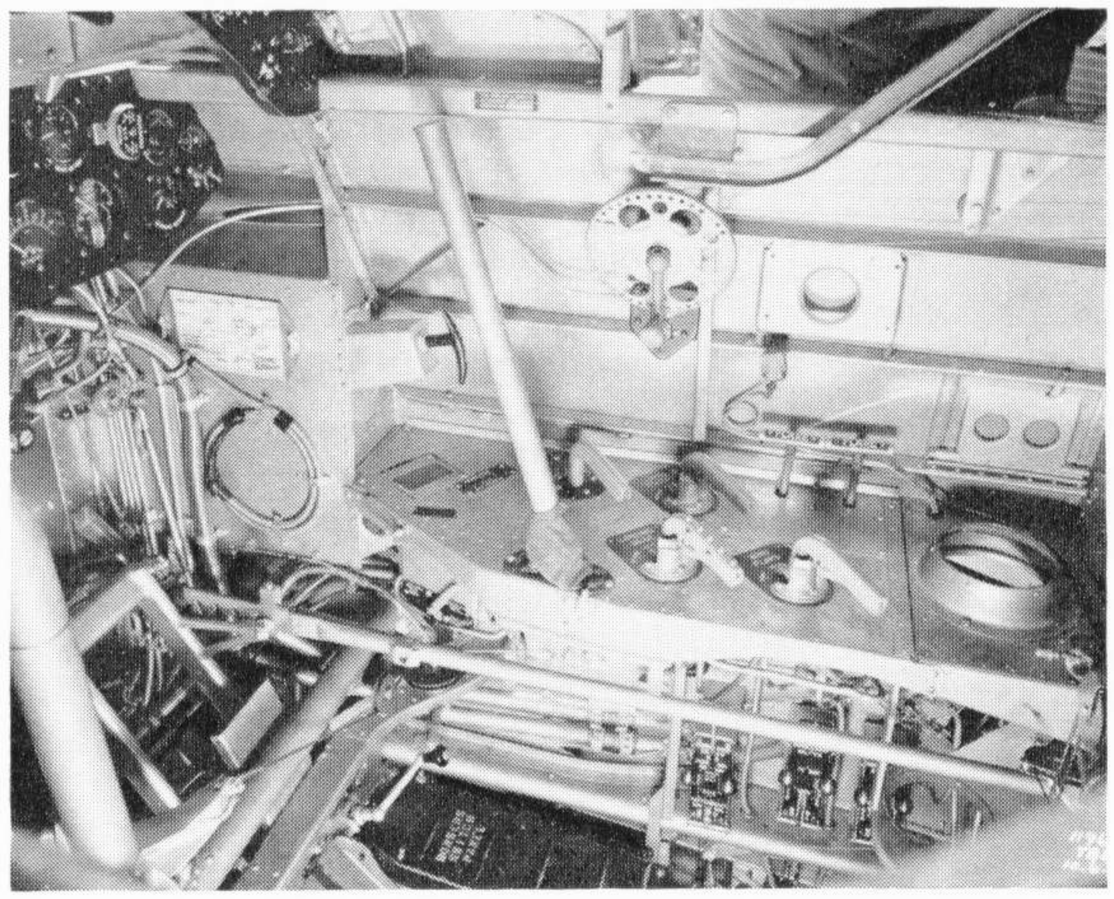
INTO SERVICE

With *0268* still being tested and *0269* also scheduled for testing, it was arranged that the Navy should receive the third TBD, *0270*. Torpedo Squadron Three, attached to the aircraft carrier U.S.S. *Saratoga*, CV-3, were chosen to receive the first TBDs from Douglas in November, 1937. When the first TBD came to a stop after landing on the *Saratoga*, one of

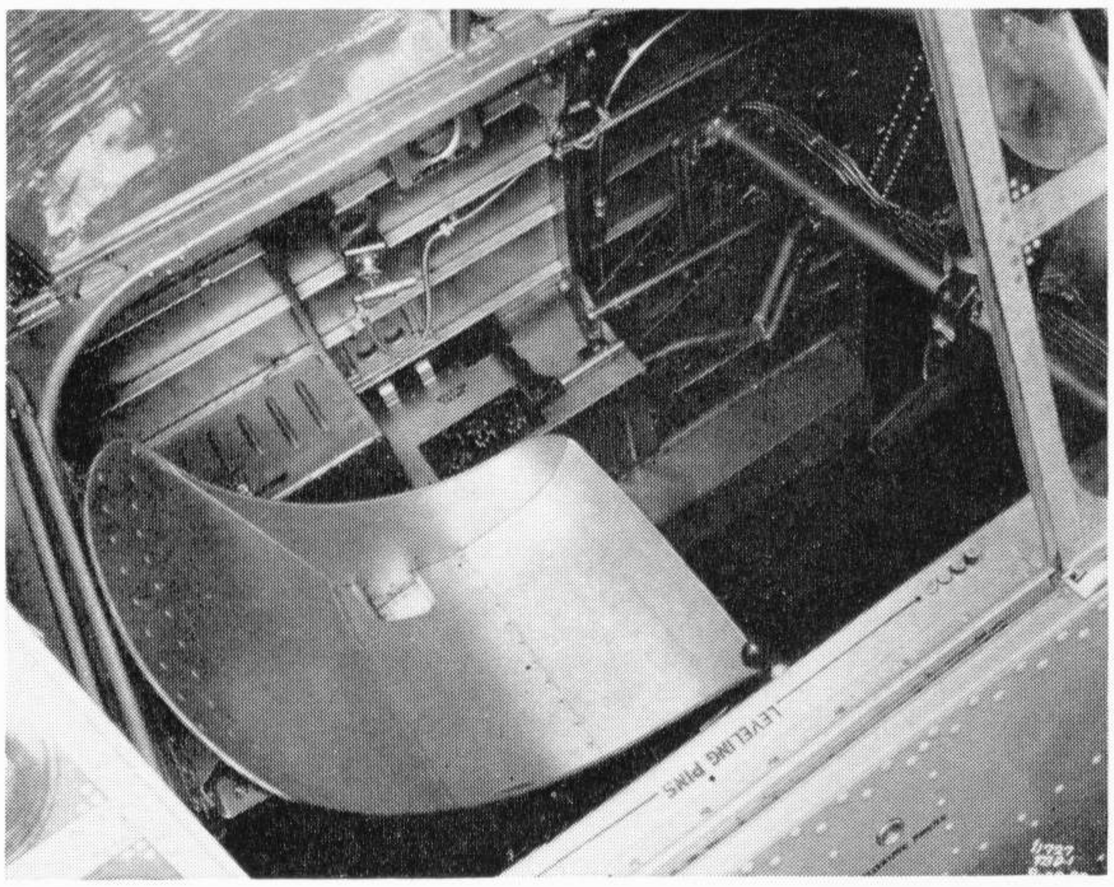


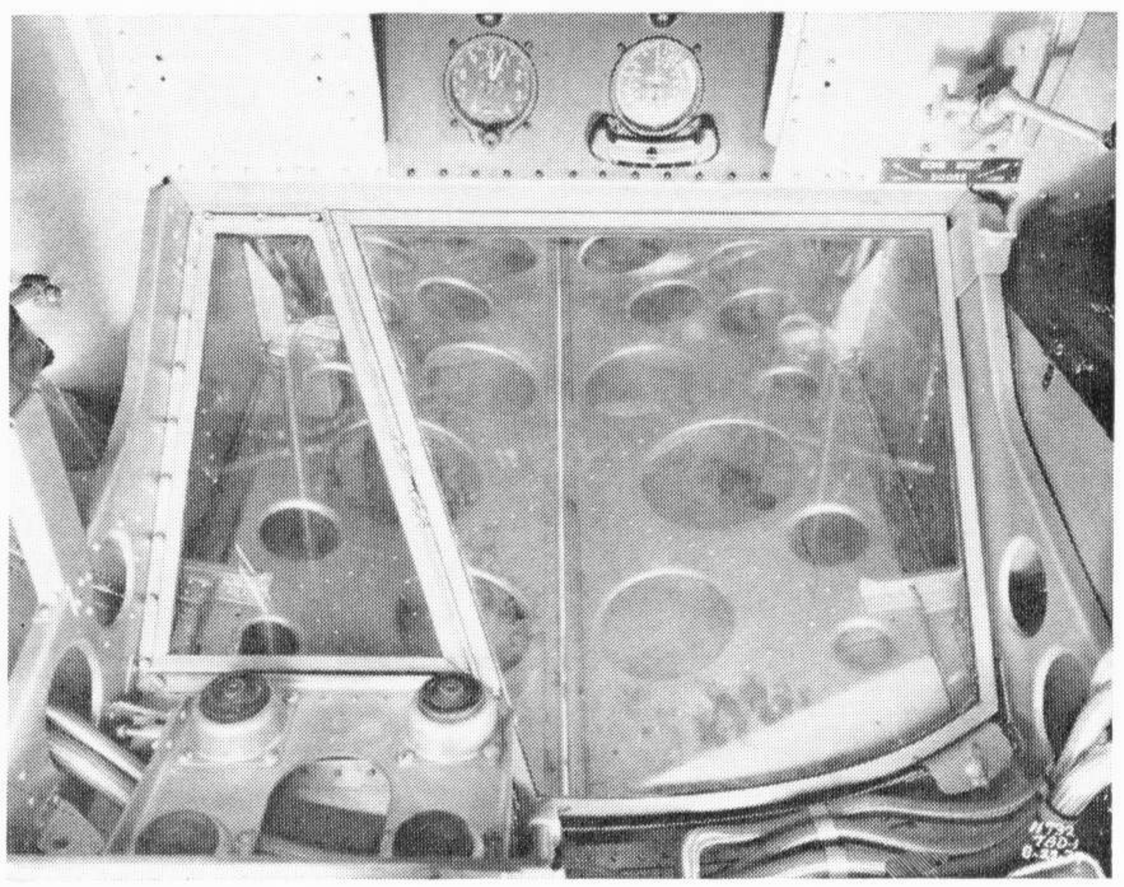






(Left) *Left-hand and* (right) *right-hand sides of the pilot's cockpit.* (Photos: Douglas)





The bombardier's cockpit showing (left) *the left-hand side and* (right) *the bombardier's instruments and bomb aiming window.* (Photos: Douglas)

the officers present climbed up on the wing and after looking it over exclaimed: "It's got everything but the kitchen sink." It was not long before VT-3 had eight of the new aircraft on charge. The C.O. of VT-3 at that time was Lt.-Cdr. M. E. Crist, U.S.N.

On 16th August, 1938, the Navy ordered 15 more TBDs (Bu. Nos. *1505–1519*), contract No. 62278 being let for the additional aircraft.

That same year TBDs of VT-3 took part in the annual Fleet exercise. *Saratoga* launched her aircraft from a position 100 miles from Pearl Harbour and by using the same tactics later employed by the Japanese on 7th December, 1941, successfully attacked the ships at anchor and the shore installations at Ford Island.

The TBD, the first American aircraft with hydraulically folding wings, soon claimed one of VT-3s pilots. He apparently forgot to check the wing lock flags before take-off. Upon becoming airborne, the young Ensign's TBD suddenly rolled to port and slammed into the ground, fatally injuring the pilot who was the sole occupant.

The wings of VT-3's new machines also caused their share of maintenance problems in those first few months. Early in 1938, all of the squadron's TBDs had to have their wings re-skinned due to intergranular corrosion.

VT-2 on the U.S.S. *Lexington*, CV-2, was the second squadron to receive TBDs. The first to arrive was *0292* which became 2-T-9 within the squadron. By April, 1938, this unit had received 21 TBDs.

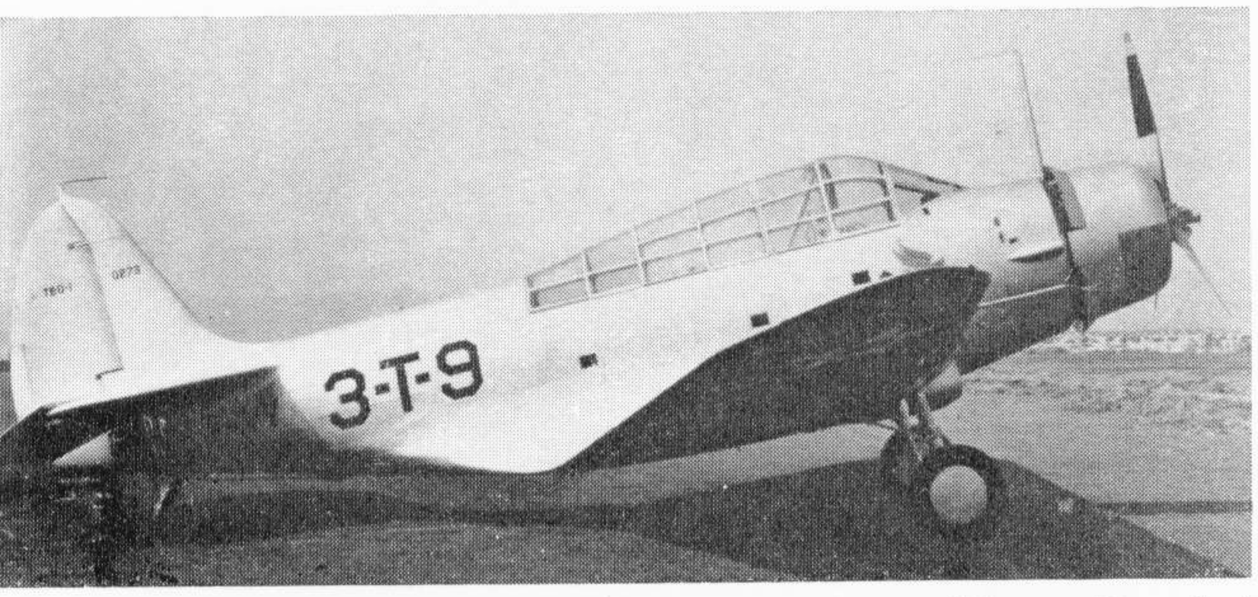
VT-5 on the U.S.S. *Yorktown*, CV-5, received its first TBDs in February, 1938. The first one delivered was *0314* on 19th February. By June, 1938, VT-5 had 20 of the new machines on its roster.

VT-6 on the U.S.S. *Enterprise*, CV-6, had its formal introduction to the TBD-1 at Norfolk, Va. in April, 1938. The "Big E's" TBDs were destined to deal some of the heaviest blows to the Japanese during the early part of World War II.

Torpedo Eight first met the TBD on 14th October, 1941, when they exchanged their old Naval Aircraft Factory SBN-1s for TBDs at Norfolk, Va. The C.O. of VT-8, Lt.-Cdr. John C. Waldron, believed in the TBD and strived for perfection in the accomplishment of his squadron's mission.

The Navy's torpedo squadrons did not have the monopoly on the TBD. On 20th December, 1940, VS-71 on the U.S.S. *Wasp*, CV-7, received the first of nine TBDs it was to be allotted. VS-42 on the U.S.S. *Ranger*, CV-4, took delivery of its first TBD. Utility Squadron 3, attached to the U.S.S. *Rigel*, a destroyer tender, used TBD-1 *0342* from 19th March, 1940 to 4th April, 1940.

On 26th March, 1941, Marine Scouting Squadron 2, based at San Diego, received TBD *1518* and used it



Aircraft number nine of VT-3. (Photo: Douglas)

for tow target work until 5th June, 1941, on which date it was transferred to VT-3 on the *Saratoga*.

After the United States entered the war the new torpedo squadrons were formed and embarked on the carriers that prior to the war did not have a VT squadron. On 17th December, 1941, VT-4 was formed aboard the *Ranger* and between then and 27th August, 1942, that unit received a total of eight TBDs. The squadron received the Grumman TBF-1 in August, 1942.

Torpedo Seven on the *Wasp* received the first of its four TBDs on 26th December, 1941. Due to the shortness of her deck the *Wasp* did not operate a torpedo squadron prior to World War II. But after the attack on Pearl Harbour it was deemed advisable for her to carry a VT squadron with as many aircraft as she could handle to give greater versatility to her Air Group.

ACTION IN THE PACIFIC

When the Japanese struck at Pearl Harbour on 7th December, 1941, total TBD strength was 100; of these only 69 were actually in operational service with the Fleet. The first six months of the Devastator's wartime service life were to be its last. By now the machine was five years old and beginning to feel the rigours of active carrier life. It did, however, make the most of 155 days granted it in 1942.

It took part in America's first offensive action against the Japanese when, on 1st February 1942, machines of VT-5 and VT-6 from *Yorktown* and *Enterprise*, respectively, made dawn attacks on two Jap-held islands in the Pacific. The first wave of nine TBDs from *Enterprise*, each armed with three 500-pounders, caused heavy damage to ships anchored in the lagoon at Kwajalein. The aircraft returned to the *Enterprise* at 0725 and re-armed with torpedoes. They then went in again at near sea level to blow up some more Jap shipping. The enemy threw everything they could at the TBDs, but only three reported taking hits. This time the TBDs managed to sink two transports, damage two submarines, one light cruiser and one gun boat as well as disable two cargo ships.

VT-5's TBDs took off at 0500 on the same morning and headed for Jaluit. Bad weather proved to be more of a hazard than the Japanese, but nevertheless the TBDs did score hits on a large transport, small craft and shore installations. Later in the day VT-6 bombed the airfield at Taroa, destroying many aircraft on the ground, an ammunition dump and numerous buildings.

On these first raids the TBDs suffered nothing worse than minor hits from any of the anti-aircraft batteries on Kwajalein or Jaluit.

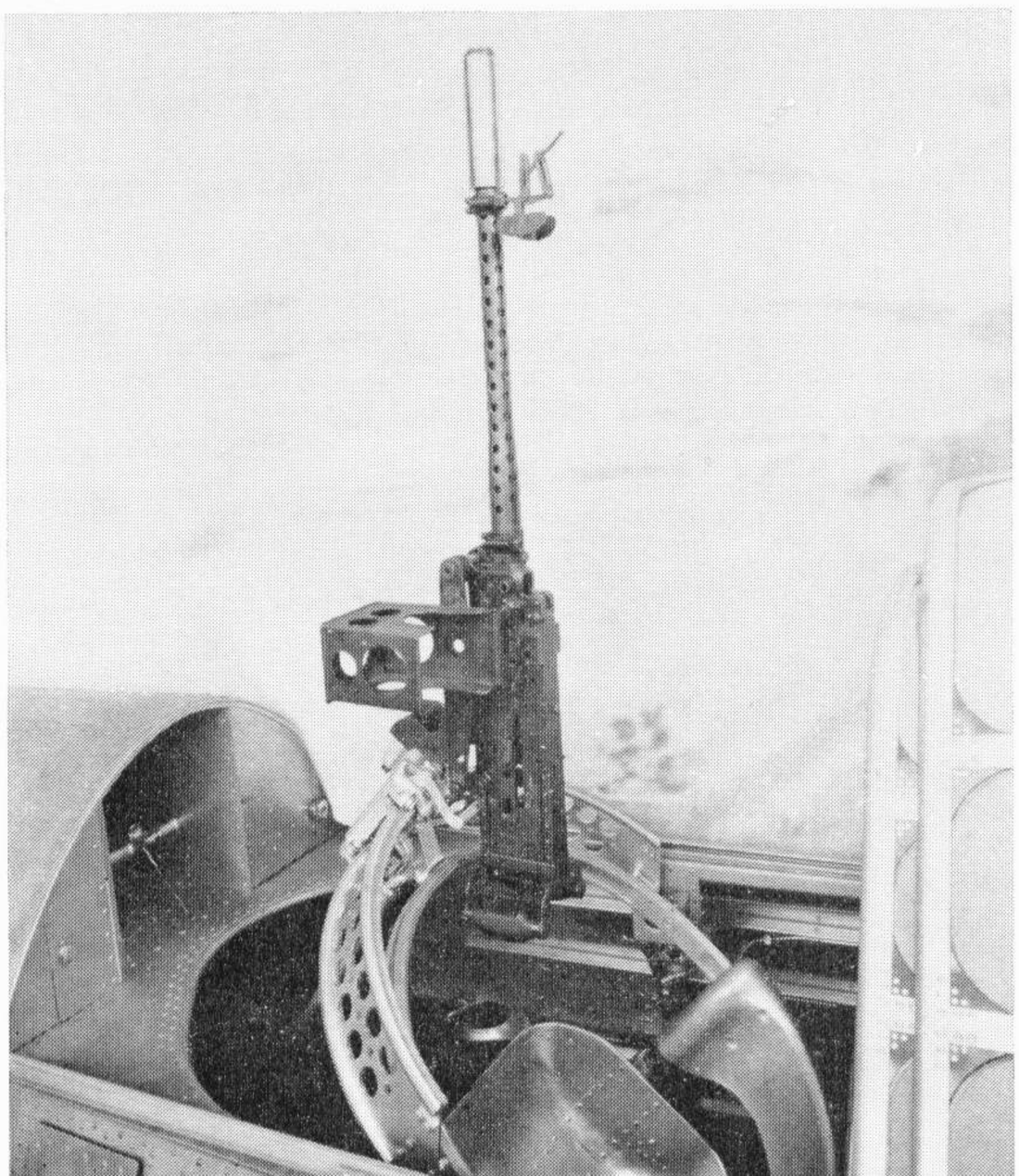
Next on the list was an attack on Wake Island on 24th February by VT-6. The TBDs were employed as horizontal bombers in this raid using twelve 100 lb. bombs apiece, six under each wing. The Devastators hit the gasoline storage tanks on the small strip of land across from Wilkes Island, destroying 7 out of the 10 tanks there; all the bombers returned safely to *Enterprise*. The raid on Wake was followed by the 4th March raid on Marcus Island. VT-6, along with VB-6, VS-6 and VF-6, hit the Japs in a daring pre-dawn attack after being directed for a large part of the 175 mile trip by radar in *Enterprise*.

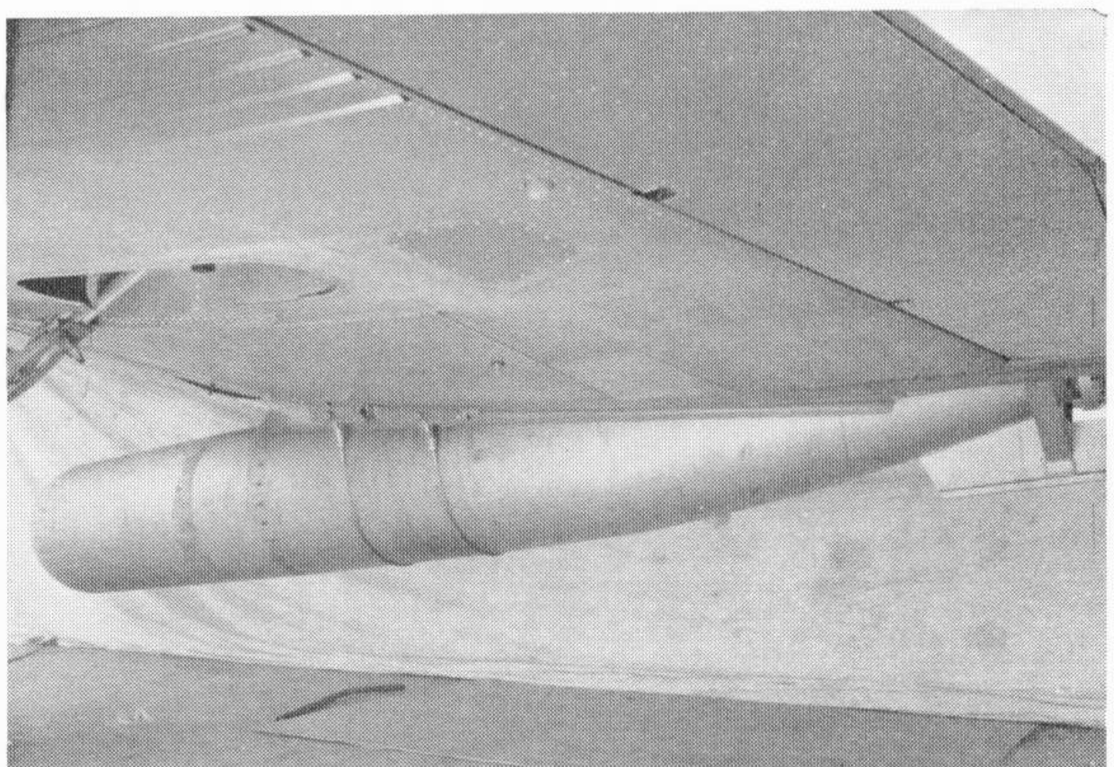
Torpedo Two and Torpedo Five from the *Lexington* and *Yorktown* went in against the Japs at Lae and Salamaua on 10th March, 1942. VT-2 and VT-5 launched 25 torpedoes at the Japanese shipping in the harbour, destroying and damaging ten vessels. Once again the bombers made it back safely.

BATTLE OF THE CORAL SEA

The Battle of the Coral Sea, 4th to 8th May, 1942, provided the Devastator with its greatest success. The TBD helped send one Jap carrier to the bottom and seriously damaged another.

The rear cockpit showing the gunner's seat and flexible 0·30 in. calibre machine-gun and (right) *a Mk. XIII torpedo in position beneath a TBD-1 showing the fairing in place between the torpedo and the bottom of the fuselage.* (Photos: Douglas)





A Devastator (Bu. No. 0356) used for training at N.A.S. Pensacola, Florida in June 1938. The fuselage band, cowling and tail surfaces were insignia white. (Photo: A. J. Bibee)

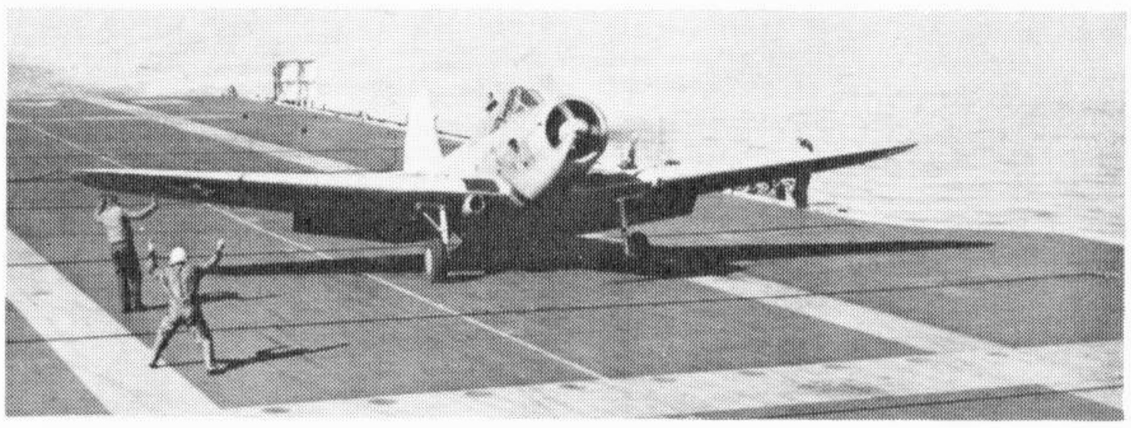
First into action were the TBDs of VT-5 when, on the first morning of the Battle they hit Japanese shipping moored in Tulagi harbour; led by Lt.-Cdr. Joe Taylor, U.S.N., they sank the minesweeper *Tama Maru*. Later in the morning Torpedo Five made a second raid but this time their "tin fish" failed to find their mark. No aircraft sustained hits in either action. On 7th May, TBDs of VT-2 and VT-5, with other aircraft of the two Air Groups—mostly dive bombers—sank the light carrier *Shoho* off Misima in the Louisiade Archipelago. On the morning of 8th May VT-5 hit the carrier *Shokaku* but their torpedoes, launched from too great a distance, either missed or else failed to explode. VT-2 also attacked the *Shokaku* but it also met with failure.

By nightfall on 8th May, the Coral Sea action was over. During the final day of the Battle, the U.S. Navy's own "Lady Lex" was lost to enemy action and internal fires. The Japs did not sink her, but paint built up over the years did. The paint on the inside of her was so thick that once it started to burn the fire was impossible to extinguish. At 1925 hours the *Lexington* slid beneath the waves with 36 aircraft aboard her, including many TBDs; 19 TBDs were taken on board the *Yorktown*.

MIDWAY

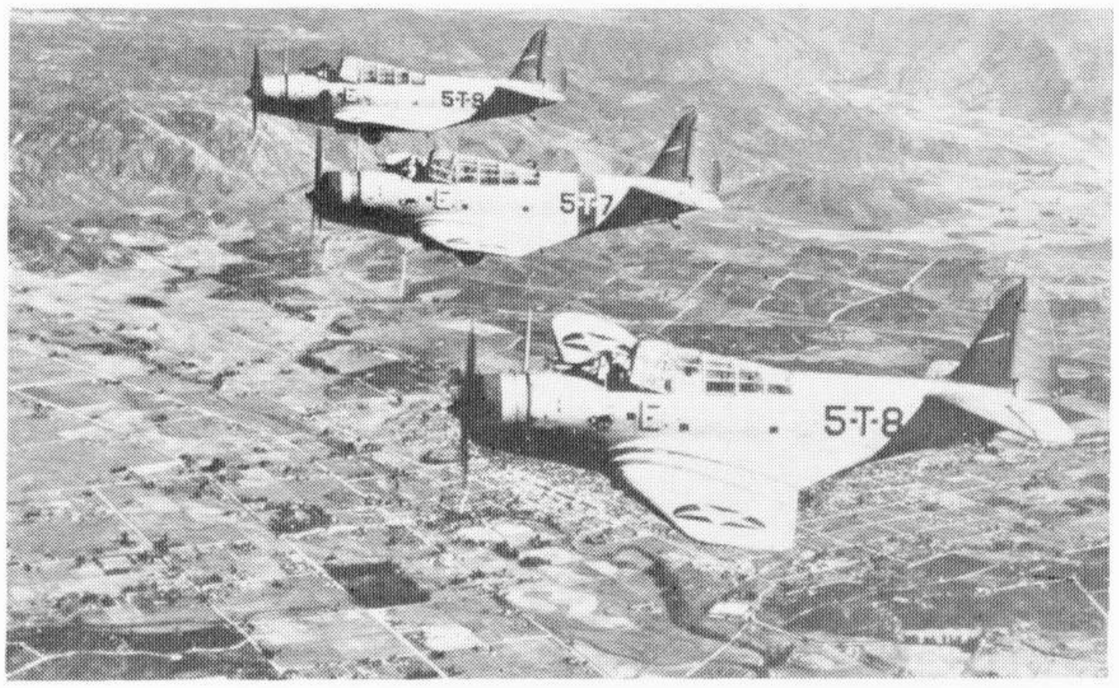
The final chapter in the operational life of the Devastator came at the Battle of Midway which opened on 4th June, 1942. Torpedo plane strength in the area at that time totalled 41; VT-3 on the *Yorktown*, 12; BT-6 on the *Enterprise*, 14; and VT-8 on the *Hornet*, 15. The only combat experienced unit was VT-6 with Lt.-Cdr. Eugene E. Lindsey in command. Lt.-Cdr. Lance E. Massey, C.O. of VT-3 had seen combat in the TBD at Kwajalein and Wake raids with VT-6 but was now in command of untested pilots making up the bulk of Torpedo Three. VT-8 had not yet seen any action whatever and as a result it was destined to suffer the most in the fierce conflict ahead; all but one of its fliers were doomed to die. VT-6 would lose all but three of its TBDs while VT-5 would see only one TBD return to the *Yorktown*.

Blackest day of all was the opening day, when 15 unescorted TBDs of Torpedo Eight from the *Hornet* tried to stop one of the most powerful armadas in history, a fleet of Imperial Japanese Navy capital ships, including four carriers, moving down upon Midway Island to drown U.S. hopes in the Pacific.

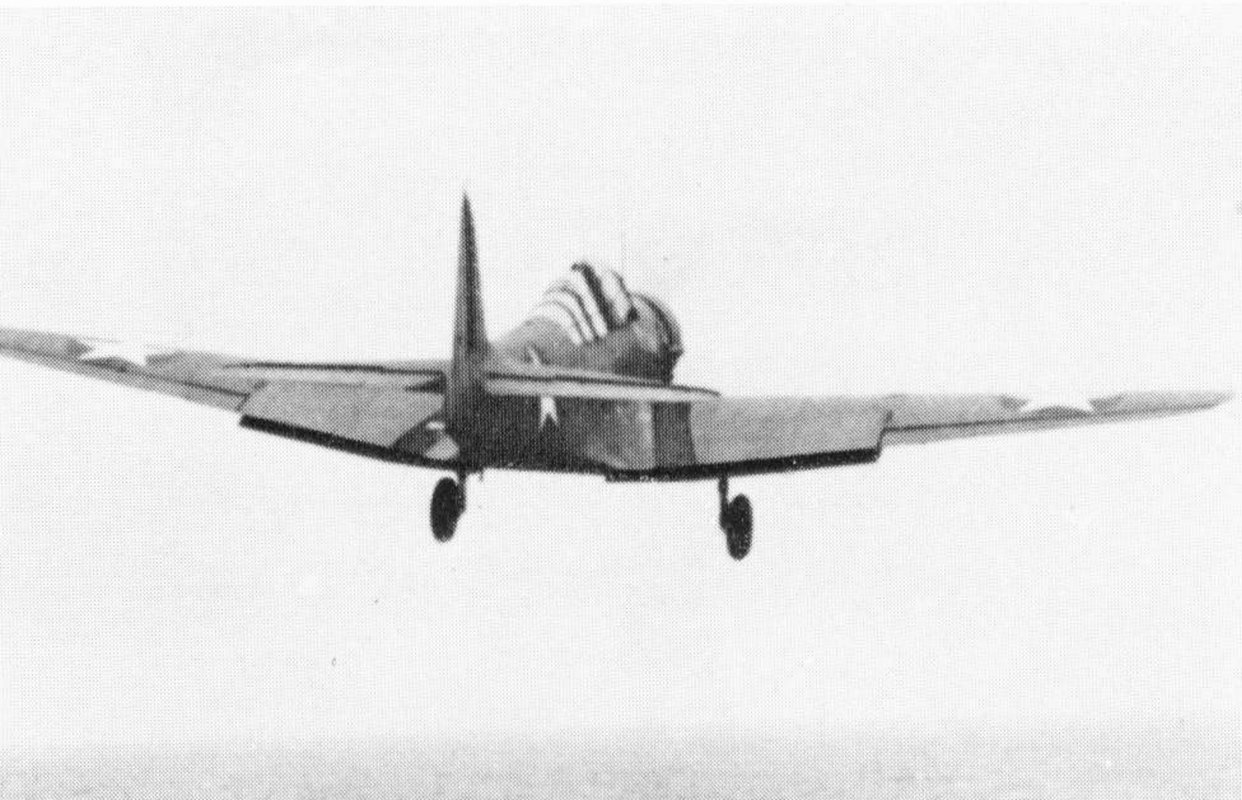


The 38,000th landing on U.S.S. Saratoga *was made by 3-T-18 on 26th January 1938.* (Photo: U.S. National Archives)

Aircraft numbers seven, eight and nine of VT-5 based on U.S.S. Yorktown *photographed in January 1941. The "E" marked under the cockpit on each machine was awarded to naval personnel for excellence in bombing and gunnery.* (Photo: Douglas)



A Devastator taking off for a routine combat air patrol in June 1942. (Photo: U.S. Navy)



SPECIFICATION

Type: Three-seat torpedo-bomber.

Wings: Low-wing cantilever monoplane. Wings tapered in chord and thickness, arranged to fold upwards at points about midway between the roots and tips. All-metal two-spar structure with corrugated covering from points of attachment of the landing-gear to the tips. Fitted with balanced ailerons on the outer folding portions and split flaps on the inner sections.

Fuselage: Oval metal structure with stressed-skin covering. Stressed for deck-arrested landings and featuring a compartment for the internal stowage of a torpedo or bombs in the forward portion.

Tail Unit: Cantilever monoplane type. Fin built integral with fuselage. Triangular tailplane. Balanced elevators and rudder. All-metal framework with metal-covered fixed surfaces and fabric-covered elevators and rudder. Trimming tabs in control surfaces.

Undercarriage: Retractable type. Semi-cantilever shock-absorber legs hinged to front spar retracting backwards to lie half-buried in the wings. Non-retractable tail-wheel. Deck-arrester hook forward of tailwheel.

Accommodation: Crew of three in tandem under continuous transparent canopy with sliding sections over each cockpit. Bomb-aimer's position beneath pilot with bomb sights and releases, intercommunication between bomb-aimer and pilot, etc. Full radio equipment, automatic pilot, night-flying equipment, deck-arrester gear, etc.

Armament: On fixed 0·3 in. machine-gun in top cowling synchronised to fire through the airscrew and one 0·5 in. machine-gun on a movable mounting in the rear cockpit. Internal stowage for one 21 in. Bliss-Leavitt torpedo or a large armour-piercing bomb.

Power Plant: One Pratt & Whitney R-1830-64 developing 900 h.p. at 8,000 ft. (The XTBD-1 was fitted with a Pratt & Whitney XR-1830-60 developing 800 h.p. at 7,000 ft.).

Dimensions: (XTBD-1 in brackets where different): Span, 50 ft.; Length 35 ft.; Height 15 ft. 1 in. (14 ft. 2 in.); Total wing area (including ailerons, flaps and 33·0 sq. ft. of fuselage), 422 sq. ft.

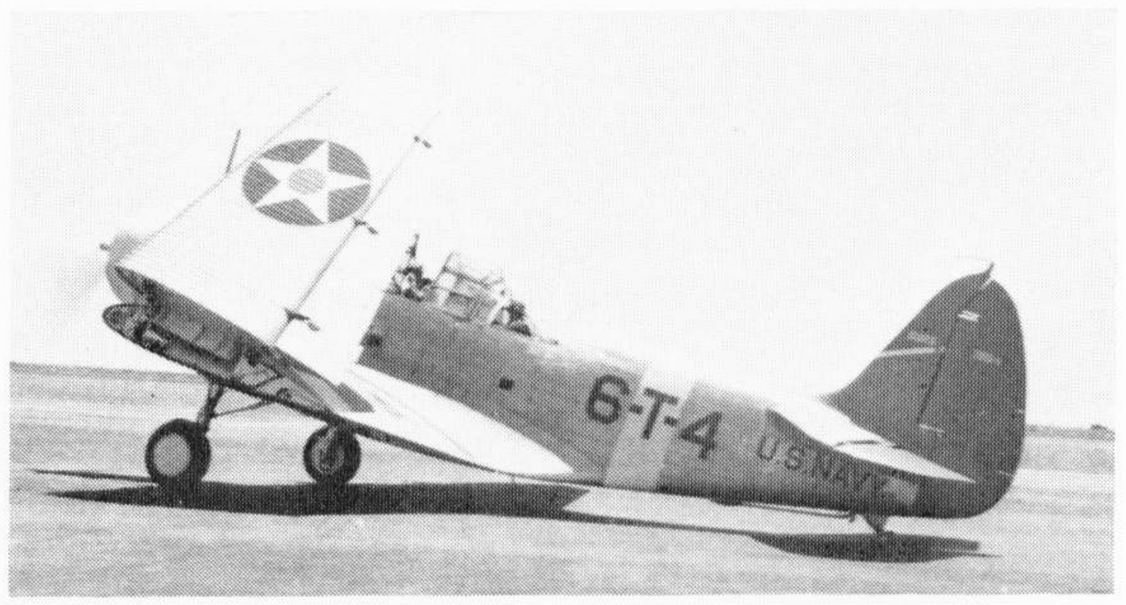
Airfoils: Wing, NACA 22 series tapered; horizontal tail surfaces, Modified N-69; Vertical tail surfaces, Modified NACA 0012.

Weights: (XTBD-1 in brackets): Empty, 5,600 lb. (5,046 lb.); Loaded, 9,289 lb. (8,385 lb.); Maximum, 10,194 lb. (8,773 lb.).

Fuel capacity: 180 gallons.

Performance (XTBD-1 in brackets): Maximum speed, 206 m.p.h. (205 m.p.h.) at 8,000 ft.; Minimum speed, 66 m.p.h. (63 m.p.h.); Climb rate, 720 ft./min. (830 ft./min.); Service ceiling, 19,500 ft. (19,350 ft.); Range, 435 ml. (449 ml.) with torpedo.

A TBD-1 of U.S.S. Enterprise *at Oakland, California; number eight of VT-6 had the top half of its cowling and its tailplane painted "true blue". The winged turtle on the vertical fin indicates that this aircraft has flown over the Equator.*
(Photo: W. T. Larkins)

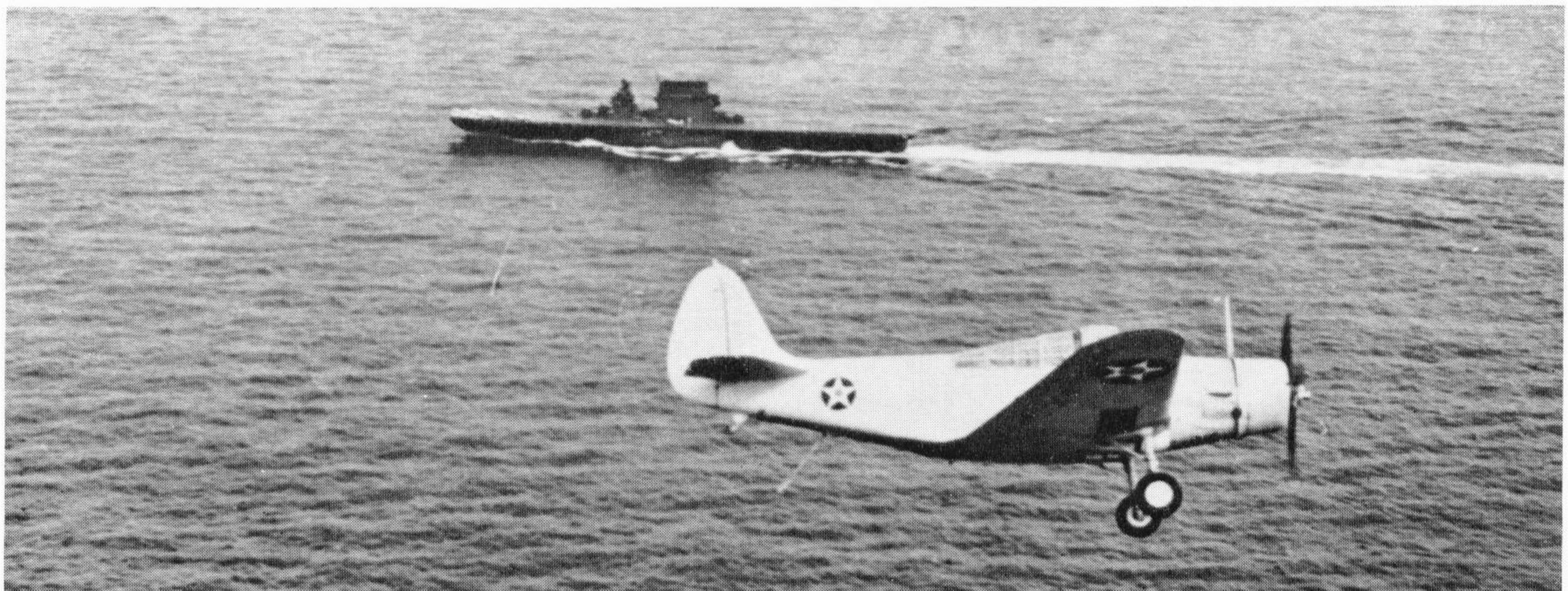


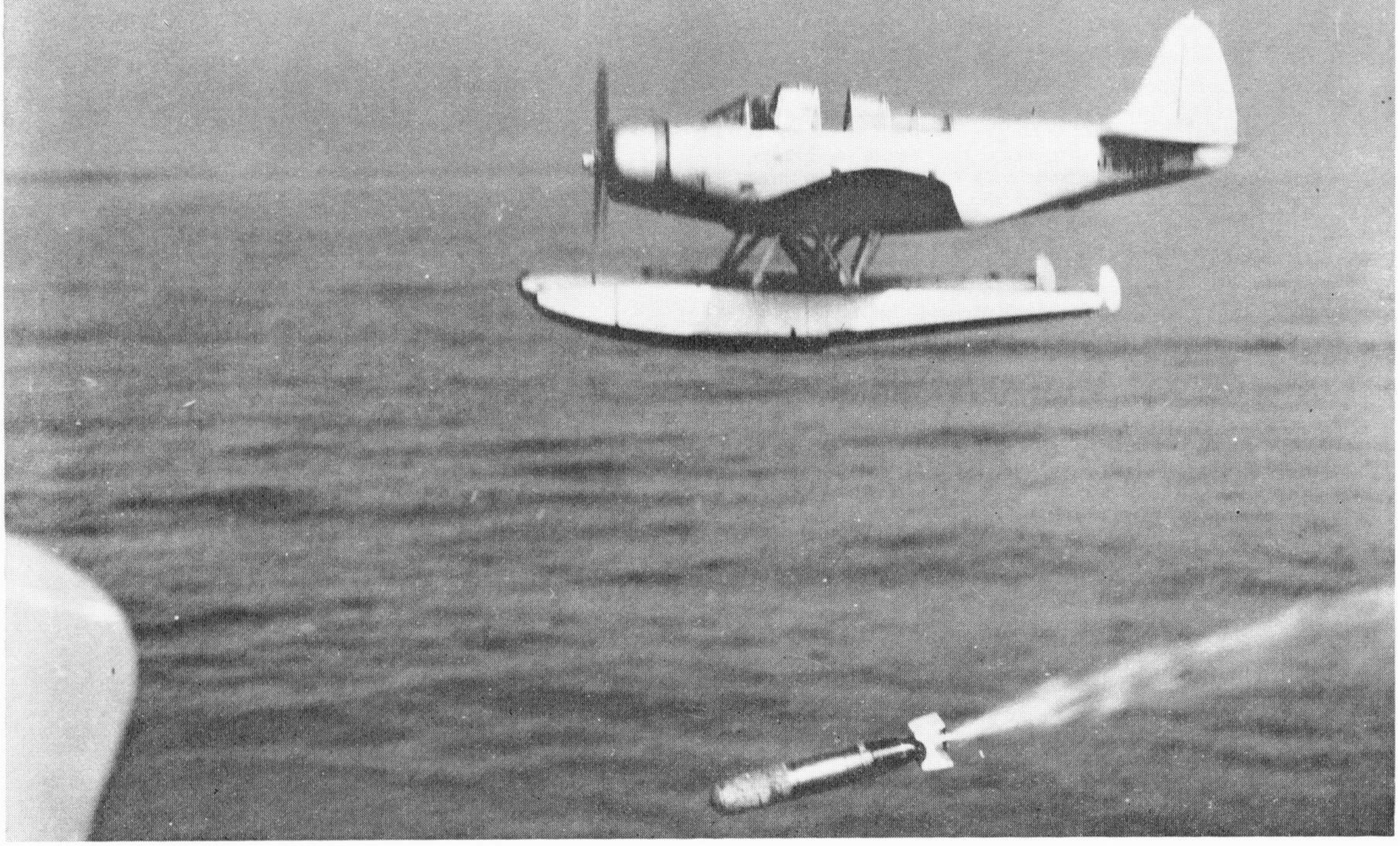
Section two leader of VT-6 at N.A.S. Oakland, California.
(Photo: Swisher)

Led by Lt.-Cdr. John Waldron, the Devastators met a veritable storm of flak and cartwheeled, one after another, into the sea as they were hit. Those that survived the barrage were jumped upon by Zeros which found the old big-bellied TBDs almost docile targets as they lined up on the big carriers intent on delivering their torpedoes. From the pilot's cockpit of his Devastator, Ensign George Gay watched his C.O.'s plane burst into flames. As he flew past the disintegrating machine, he saw Waldron attempting to leap from the cockpit, just as the TBD hit the sea. He saw other planes go down and soon his was the only survivor from Torpedo Eight. He lowered the nose of his Devastator, heard his radioman cry out and turned to see him hanging limply in his harness. He was then wounded himself—in his left arm—but pressed on and launched his torpedo at *Kaga* from half a mile, afterwards racing over the great ship's bows. As he climbed away he was jumped by a gaggle of Zeros and his machine crashed in the sea a quarter of a mile beyond the carrier.

So ended the saga of Torpedo Squadron Eight. Not one of its vintage Devastators had been able to execute the C.O.'s order to "Go in and get a hit", nor could those from VT-3 and VT-6. Out of 41 Devastator torpedo bombers despatched against the

Aircraft eleven of VT-3 circling to land on U.S.S. Saratoga *photographed in August 1941.* (Photo: U.S. National Archives)





This August 1941 photograph shows the TBD-1A during torpedo dropping tests at Norfolk, Virginia.
(Photo: U.S. National Archives)

Jap carriers *Hiryu*, *Kaga*, *Akagi* and *Soryu*, all but a handful were shot down. None scored confirmed hits. It remained for the SBD Dauntless dive bombers to deal with the Imperial Fleet, and they did . . . sinking all four carriers.

The demise of Torpedo Eight's Devastators was not wholly ignominious. They had been given scanty protection during their run-ins and abandoned to enemy fighters. Furthermore, although they were obsolete, they had proved something which their designers had foreseen years before. They had proved how dependent the Navy was on air power. *They took part in the first major sea battles in which surface ships did not directly engage their opponents.* As such they were pioneers of a new kind of naval warfare and although they were doomed from the start when they gamely attempted to execute Lt.-Cdr. Waldron's order, the mode of warfare which they represented would eventually vindicate all the hopes their designers had for them.

The final action for the TBD came on the morning of 6th June when the three surviving aircraft of VT-6 took off with SBDs and F4Fs of the Enterprise Air Group and attacked the damaged Jap cruisers *Mogami* and *Mikuma*. The *Mogami* was so badly damaged that she remained out of action for almost a year. The *Mikuma* never fought again; she went down on the night of 6th June.

The TBD stayed on after the Battle of Midway, serving with VT-4 and VT-7 in the Fleet. The remaining TBDs were used for training new pilots and mechanics or ended their days ignobly as "wrecks" for fire-fighting crews.

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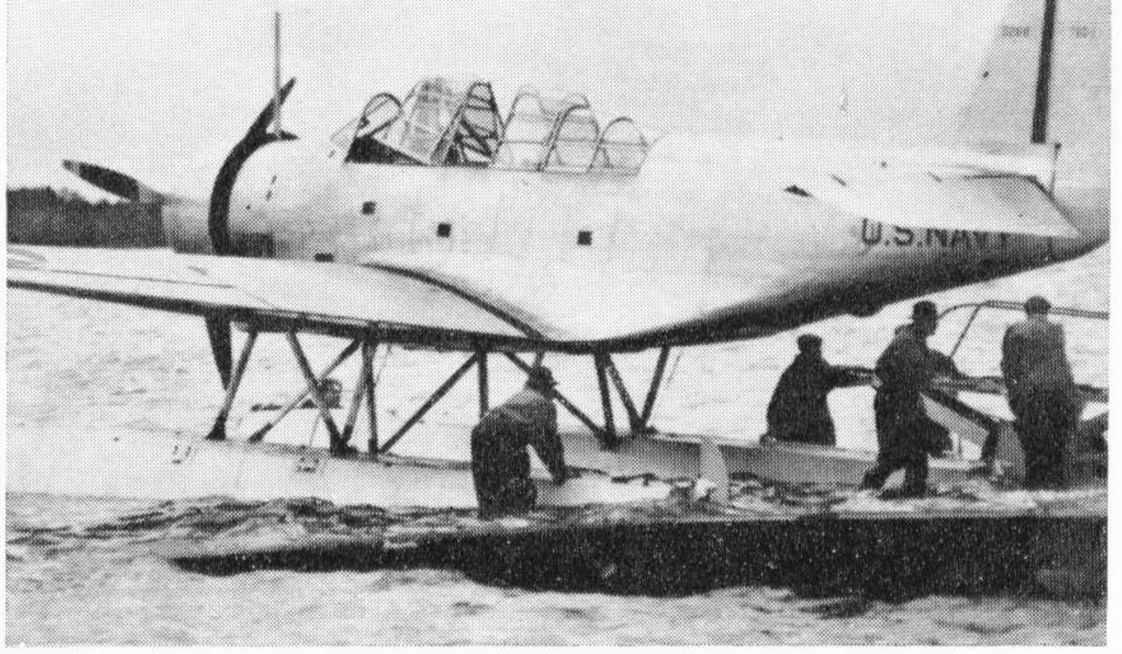
A dramatic view of number five of VT-6 over Wake Island during the raid of 24th February 1942; VT-6 hit Wake without the loss of a single Devastator. (Photo: U.S. Navy)

The TBD-1A designation was applied to TBD-1 (Bu. No. 0268) when fitted with twin Edo floats; here the handling crew prepare to set the entrance ladder in position so that the pilot can enter the cockpit. (Photo: U.S. Navy)



TBD-1 Devastator of VT-2 (Torpedo Squadron Two); *U.S.S. Lexington* (CV-2), 1939. Squadron commander's aircraft.

VT-2.

TBD-1 Devastator of VT-3; *U.S.S. Saratoga*, 1939. First aircraft of 4th Section.

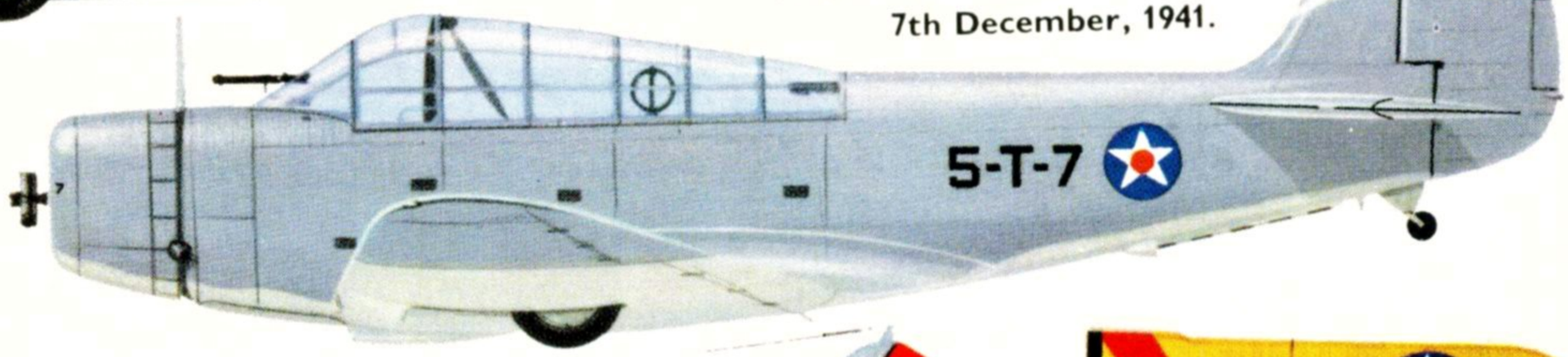
VT-3.

TBD-1 Devastator of VT-5; *U.S.S. Yorktown*, 1939. Squadron commander's aircraft.

TBD-1 Devastator of VT-6; *U.S.S. Enterprise*, 1940. Third aircraft of 1st Section.

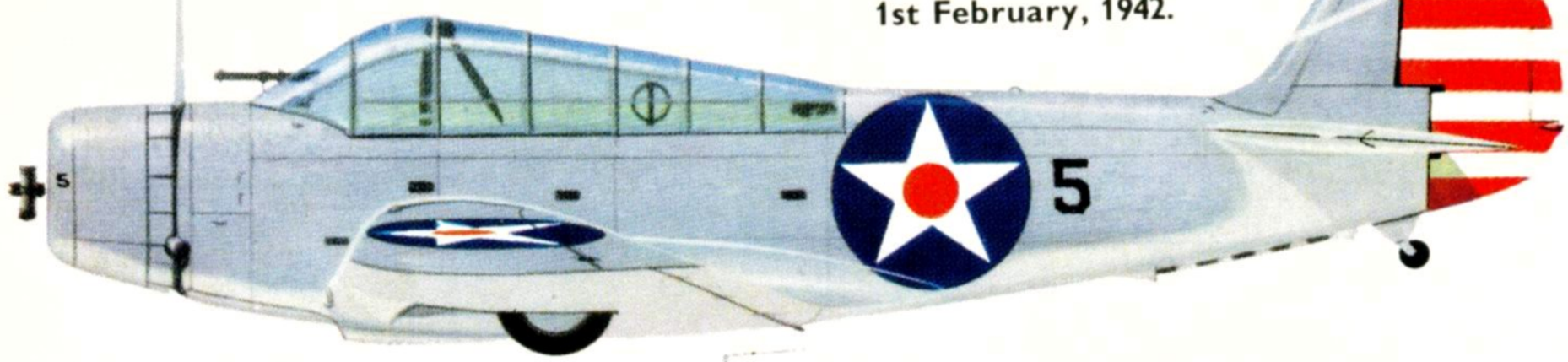
VT-5.

TBD-1 Devastator of VT-5; 7th December, 1941.



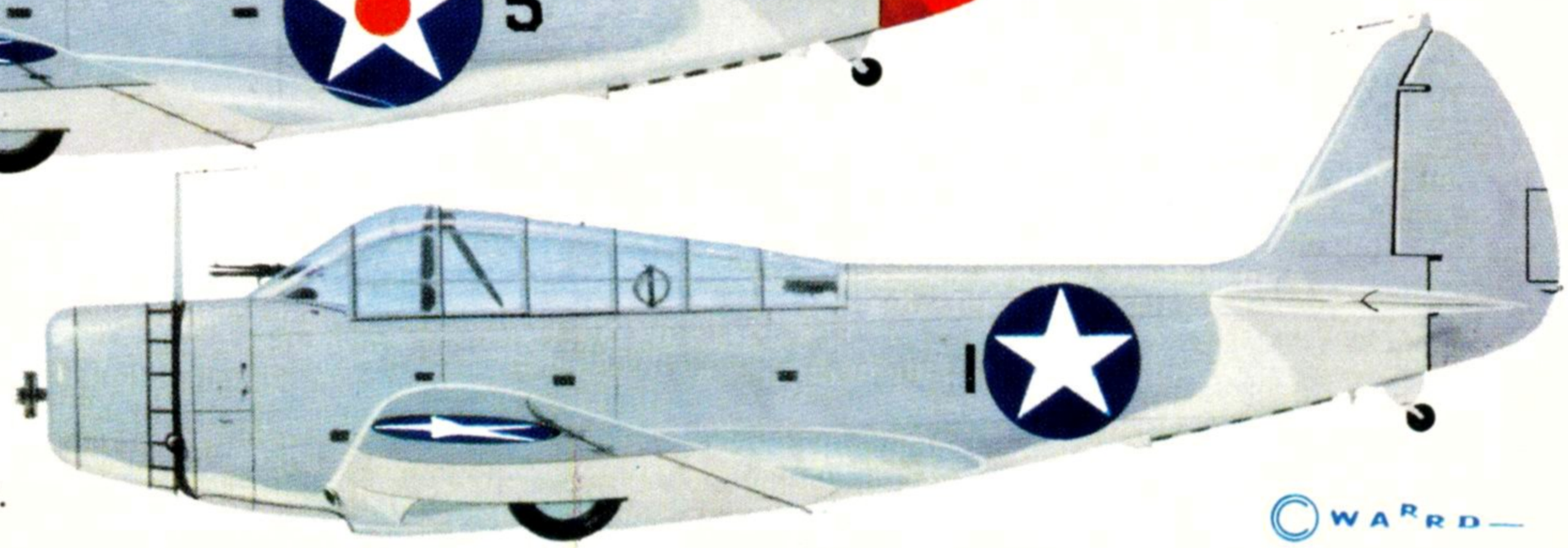
VT-6.

TBD-1 Devastator of VT-6; Kwajalein Atoll raid, 1st February, 1942.



Wing upper surface detail, pre-war scheme.

TBD-1 Devastator flown by L.Cdr. Eugene Lindsey, C.O. of VT-6, during Battle of Midway; 4th June, 1942.



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VT-6 preparing to launch at the beginning of the Battle of Midway on 4th June 1942. L.Cdr. Eugene Lindsey's Devastator is in the centre of the flight deck with the port wing partially lowered. (Photo: U.S. National Archives)

DEVASTATOR ORDER OF BATTLE
4th June 1942

TBD-1's on strength in the U.S. Navy on 4th June 1942, the date of the Battle of Midway.

Bureau Number	Location
9720	Naval Proving Ground, Dahlgren, Va. (*9720*, XTBD-1).
0268	Naval Torpedo Station, Newport, Rhode Island (*0268*, TBD-1A).
0269	Naval Proving Ground, Dahlgren.
0272	Mustin Field, Pa. (Test aircraft).
0277	N.A.S. San Diego, Calif.
0282	N.A.S. Norfolk, Va.
0304	Pearl Harbour, Hawaii.
0307	Advanced Carrier Training Group, Pacific.
0325	Commander Fleet Air Pacific.
0328	N.A.S. San Diego, Calif.
0331	N.A.S. Norfolk, Va.
0347	Advanced Carrier Training Group, Pacific.
0349	N.A.S. San Diego, Calif.
0356	N.A.S. Alameda, Calif.
0362	N.A.S. Norfolk, Va.
0363	N.A.S. San Diego, Calif.
0376	Pearl Harbour, Hawaii.
1510	Naval Proving Ground, Dahlgren.
1519	Naval Proving Ground, Dahlgren.

Squadron assignments:

Torpedo Squadron 3 on U.S.S. *Yorktown*, CV-5

0285	Lost, Battle of Midway.
0286	Lost, Battle of Midway.
0303	Lost, Battle of Midway.
0310	Lost, Battle of Midway.
0340	Lost, Battle of Midway.
0341	Lost, Battle of Midway.
0343	Lost, Battle of Midway.
0354	Lost, Battle of Midway.
0361	Lost, Battle of Midway
0375	Returned to *Yorktown* after battle.
0381	Lost, Battle of Midway.
1511	Lost, Battle of Midway.
1517	Not launched, 4th June 1942.

Torpedo Squadron 4 on U.S.S. *Ranger*, CV-4, operating in the Atlantic.
0296, 0305, 0306, 0326, 0346, 0355, 0360.

Torpedo Squadron 5 at Pearl Harbour, Hawaii.
0318, 0319, 0336,0353, 0357, 0374, 0379.

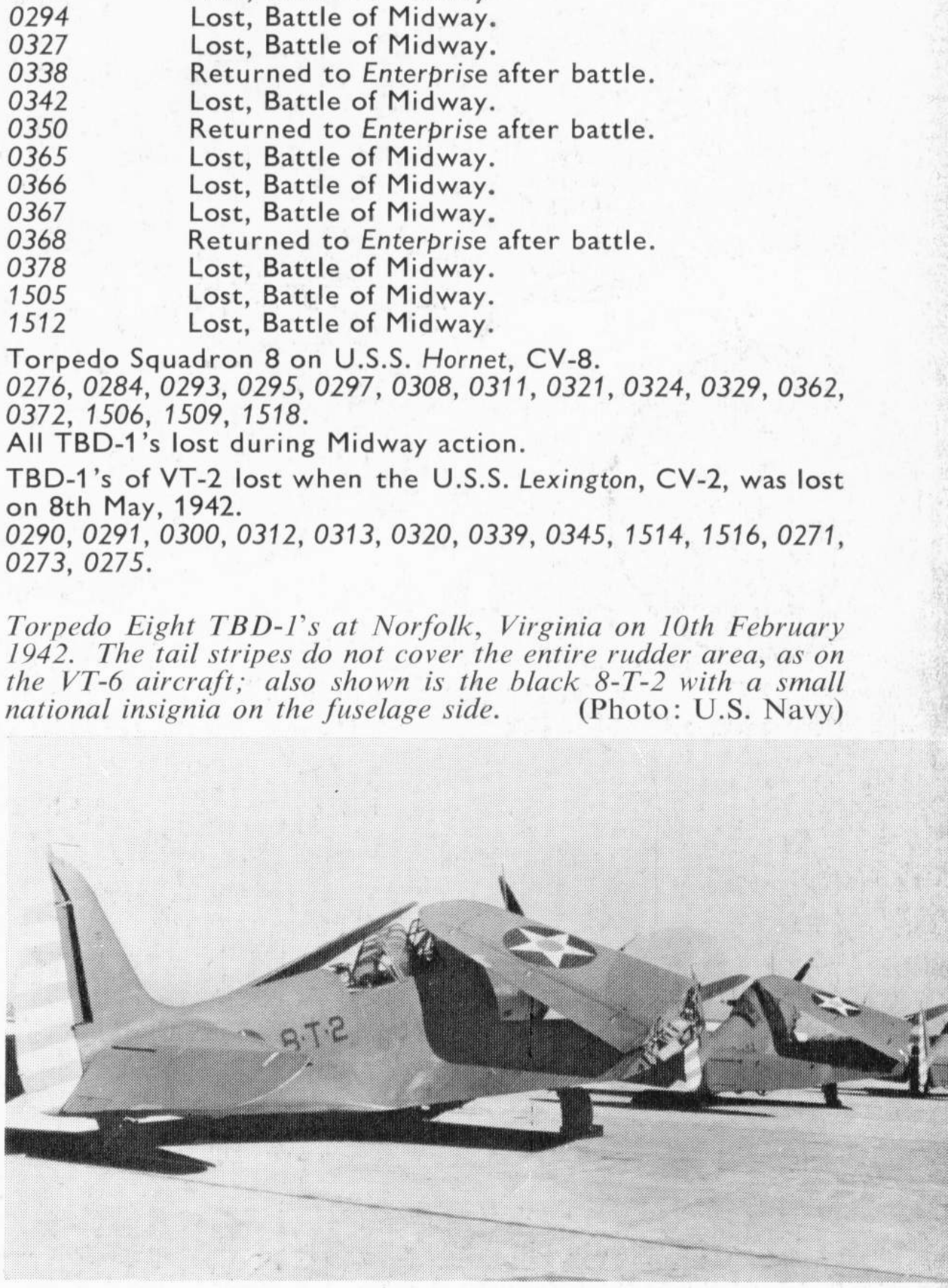
Torpedo Squadron 6 on U.S.S. *Enterprise*, CV-6.

0279	Lost, Battle of Midway
0289	Lost, Battle of Midway.
0294	Lost, Battle of Midway.
0327	Lost, Battle of Midway.
0338	Returned to *Enterprise* after battle.
0342	Lost, Battle of Midway.
0350	Returned to *Enterprise* after battle.
0365	Lost, Battle of Midway.
0366	Lost, Battle of Midway.
0367	Lost, Battle of Midway.
0368	Returned to *Enterprise* after battle.
0378	Lost, Battle of Midway.
1505	Lost, Battle of Midway.
1512	Lost, Battle of Midway.

Torpedo Squadron 8 on U.S.S. *Hornet*, CV-8.
0276, 0284, 0293, 0295, 0297, 0308, 0311, 0321, 0324, 0329, 0362, 0372, 1506, 1509, 1518.
All TBD-1's lost during Midway action.

TBD-1's of VT-2 lost when the U.S.S. *Lexington*, CV-2, was lost on 8th May, 1942.
0290, 0291, 0300, 0312, 0313, 0320, 0339, 0345, 1514, 1516, 0271, 0273, 0275.

Torpedo Eight TBD-1's at Norfolk, Virginia on 10th February 1942. The tail stripes do not cover the entire rudder area, as on the VT-6 aircraft; also shown is the black 8-T-2 with a small national insignia on the fuselage side. (Photo: U.S. Navy)



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